

**2008 - 2011 SECURE RURAL SCHOOLS
PUBLIC LAW 110-343
TITLE II PROJECT SUBMISSION FORM
USDA FOREST SERVICE**

Name of Resource Advisory Committee: Prince of Wales
Project Number (Assigned by Designated Federal Official):
Funding Fiscal Year(s): 2017

2. Project Name: Thorne Bay Claw Trail	3a. State: Alaska 3b. County(s): Prince of Wales – Hyder Census Area
4. Project Submitted By: City of Thorne Bay (CTB)	5. Date: June 15, 2015
6. Contact Phone Number: (907) 828-3380	7. Contact E-mail: administrator@thornebay-ak.gov

8. Project Location:	
a. National Forest(s): Tongass	b. Forest Service District: Thorne Bay
c. Location (Township-Range-Section) Thorne Bay, AK	

9. Project Goals and Objectives: <ul style="list-style-type: none"> • Improve pedestrian safety • Highlight history of logging in the Tongass
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10. Project Description:
a. Brief: <i>(in one sentence)</i>
Enhance the undeveloped pedestrian route along Sandy Beach Road from The Port (approximately 200 feet south of the intersection with Shoreline Drive) to “the Claw,” approximately 1,000 feet.
b. Detailed:
Allen Marine takes 18 summer trips to Thorne Bay Harbor, providing clients three to six hours to explore Thorne Bay’s natural and cultural resources. Each boat will have an average of 37 guests, plus crew.
Logging is an important element of Thorne Bay’s history, and the logging town aesthetic remains today. “The Claw” is one of the world’s largest log-handling grapples, and helps visitors understand the impact the industry once had. There is a developed plaza explaining logging history and provides directions for those arriving in Thorne Bay via Sandy Beach Road. The Claw is an important cultural resource that illustrates the magnitude of the industry that this community grew up around, and the mission of the Forest Service is served by supporting this project and stewarding this resource.

The Claw is an attractant that pulls visitors through town, past the bank, bait shack, and café. Thorne Bay artists and business people have an outdoor market coordinated with tourist visits, where locally developed and sourced art and products are showcased and sold. These include native art, honey, soft home furnishings, wordworking, and smoked meats. The route goes through an industrial area that illustrates the activities of a working port. From there, visitors currently follow an informal pathway along the bay side of Sandy Beach Road to access The Claw.



Figure 1: Pedestrians on their way to The Claw, walking in the Thorne Bay Road travel lane (left). Vehicles enter the opposite travel way to avoid pedestrians (right).

This project would:

- Improve pedestrian safety
- Rationalize access, reducing ad hoc access and damage that results
- Reduce impacts on erosion and foliage through design features

The proposed trail would use logs to edge a built up D1 pathway, much like the one pictured below from Outer Point in Juneau, AK (Figure 2). We do not anticipate the need for retention or filter fabric under the D1 because there is good road material where the trail is proposed. A short section along the road requires riprap repair to address erosion and widen the side of the road to accommodate a trail.

CTB will provide survey, design, and contract administration, and the majority of construction materials. The value of these provisions exceeds 50% of trail development costs, and is proposed to be used as match.

CTB's consultant will gather field survey data with GPS equipment in order to provide topographic and right-of-way information which will be required to design the trail. The survey will include topographic data for the existing roadway, landward 20' from the centerline of the roadway, seaward 50' from the centerline of the road or to edge of water. Surveyors will locate any existing monuments located within the survey area. Surveyors will establish vertical and horizontal control which will be used for the project design.

The use of USDA Forest Service funds triggers National Environmental Policy Act (NEPA) requirements. The trail would be constructed in existing right-of-way, would not cross any drainages, and doesn't remove any large trees. The proposed fill and rip rap repair is less than 0.5 acre, and is likely to be covered under a U.S. Army Corps of Engineers Nationwide Permit. Other required permits are not anticipated. We anticipate some action under the National Historic Preservation Act

of 1996. We've estimated \$10,000 for environmental efforts, including consultation with impacted agencies. A smooth process could cost as little as a few thousand dollars. We'd propose pursuing environmental efforts under a time and materials contract.



Figure 2: This picture shows a trail construction similar to that being proposed for the trail to The Claw. Four inch logs will border compacted D1.

Design costs depend on the granting agency's requirements. Our fees below indicate minimal design: a plan view, cross section detail and rip rap detail. If the sponsor requires a profile for the entire trail, design costs will be increased.

ASSUMPTIONS:

- It is assumed that a small amount of fill will be required to construct the trail. This fill is assumed to be covered under a general permit and will not require additional permitting from the Army Corps of Engineers.
- It is assumed that the roadway is currently owned by the City of Thorne Bay and that no DOT permits will be required.
- No SWPPP plans will be part of this proposal.
- No wetlands delineation or permitting will be required as part of this project.
- The City of Thorne Bay will be the only entity which will require plan submittals.

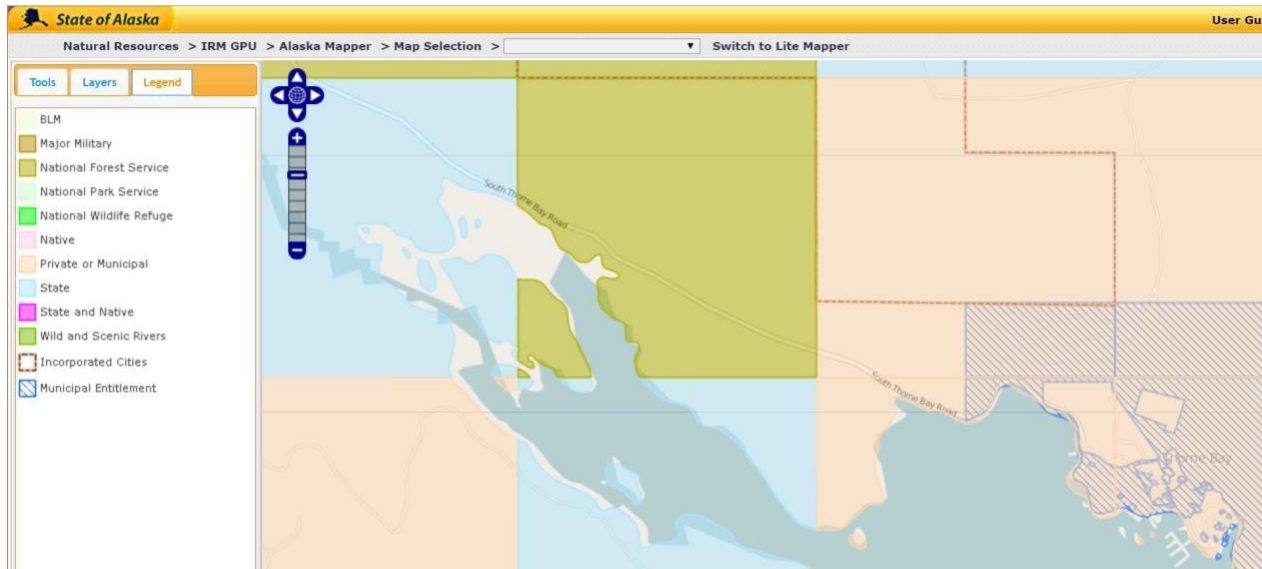
11. Types of Lands Involved?

State/Private/Other lands involved? Yes No

Land Status:

If Yes, specify:

The City of Thorne Bay owns the right-of-way along this section of Sandy Beach Road, and the land around it. According to ADOT&PF Southcoast Region, the road is currently owned by the Forest Service but will be transferred to ADOT&PF in about six months.



12. How does the proposed project meet purposes of the Legislation? (Check at least 1)

- Improves maintenance of existing infrastructure.
- Implements stewardship objectives that enhance forest ecosystems.
- Restores and improves land health.
- Restores water quality

13. Project Type

a. Check all that apply: (check at least 1)

- | | |
|--|---|
| <input type="checkbox"/> Road Maintenance | <input checked="" type="checkbox"/> Trail Maintenance |
| <input type="checkbox"/> Road Decommission/Obliteration | <input type="checkbox"/> Trail Obliteration |
| <input type="checkbox"/> Other Infrastructure Maintenance (specify): | |
| <input checked="" type="checkbox"/> Soil Productivity Improvement | <input type="checkbox"/> Forest Health Improvement |
| <input type="checkbox"/> Watershed Restoration & Maintenance | <input type="checkbox"/> Wildlife Habitat Restoration |
| <input type="checkbox"/> Fish Habitat Restoration | <input type="checkbox"/> Control of Noxious Weeds |
| <input type="checkbox"/> Reestablish Native Species | <input type="checkbox"/> Fuels Management/Fire Prevention |

<input type="checkbox"/> Implement CWPP Project	<input checked="" type="checkbox"/> Other Project Type (specify): Improves access to historical resource education
b. Primary Purpose (select only 1): Trail maintenance	

14. Identify What the Project Will Accomplish
Miles of road maintained: 0
Miles of road decommissioned/obliterated: 0
Number of structures maintained/improved: 1
Acres of soil productivity improved: 0
Miles of stream/river restored/improved: 0
Miles of fish habitat restored/improved: 0
Acres of native species reestablished: 0
Acres of hazardous fuel treatment: 0
Miles of trail maintained: 0.15
Miles of trial obliterated: 0
Acres of forest health improved (including fuels reduction): 0
Acres of rangeland improved: 0
Acres of wildlife habitat restored/improved: 0
Acres of noxious weeds controlled: 0
Timber volume generated (mbf): 0
Jobs generated in full time equivalents (FTE) to nearest tenth. One FTE is 52 forty hour weeks:
People reached (for environmental education projects/fire prevention): 670
Direct economic activity benefit: Assume each guest spends \$15: \$10,050 for local retailers
Other:

15. Estimated Project Start Date: Fall '16	16. Estimated Project Completion Date: Spring, '17
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17. List known partnerships or collaborative opportunities.

The City of Thorne Bay is applying for Transportation Alternative Program (TAP) funding from the Alaska Department of Transportation and Public Facilities to build a trail from the boat launch to the sidewalk along Sandy Beach Road. The trail would be through the woods on the uphill side of Shoreline Drive. This trail would include educational displays about the forest, and remove people from industrial operations. This trail would feed The Claw Trail, providing cohesive education about forests and harvesting. In the picture, the yellow line represents the proposed trail that would be funded with TAP funding. The white line illustrates the proposed trail to be funded with the Resource Advisory Committee funding.



18. Identify benefits to communities.

- Historical perspective on the importance of logging to Thorne Bay’s development and ongoing health, and on the Forest Service mission.
- Understanding forest management and revenue generation.
- Revenue generated from tourism along the route, including the bait shack, café, and local artists market.

19. How does the project benefit federal lands/resources? See #18.

20. What is the Proposed Method(s) of Accomplishment? (check at least 1)	
<input type="checkbox"/> Contract	<input type="checkbox"/> Federal Workforce
<input checked="" type="checkbox"/> County Workforce, CTB and OVK*	<input checked="" type="checkbox"/> Volunteers
<input type="checkbox"/> Grant	<input type="checkbox"/> Agreement
<input type="checkbox"/> Americorps	<input type="checkbox"/> YCC/CCC Crews
<input type="checkbox"/> Job Corps	<input type="checkbox"/> Stewardship Contract
<input type="checkbox"/> Merchantable Timber Pilot	<input type="checkbox"/> Other (specify): *Organized Village of Kasaan

21. Will the Project Generate Merchantable Timber? Yes No

22. Anticipated Project Costs
a. Title II Funds Requested:
b. Is this a multi-year funding request? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

23. Identify Source(s) of Other Funding:

CTB is prepared to provide survey, design, and contract administration. CTB will also provide construction materials, as outlined on the Project Cost Analysis Worksheet.

24. Monitoring Plan (provide as attachment)

- a. Provide a plan that describes your process for tracking and explaining the effects of this project on your environmental and community goals outlined above.
- b. Identify who will conduct the monitoring:
- c. Identify total funding needed to carry out specified monitoring tasks (Worksheet 1, Item k):

25. Identify remedies for failure to comply with the terms of the agreement.

If project cannot be completed under the terms of this agreement: Wayne Benner, CTB City Administrator

- Unused funds will be returned to the RAC account.
- Other, please explain: In the event that this trail cannot be completed under this grant, the City of Thorne Bay would like to work with the Forest Service on enhancements that serve both agencies. These could include wayfinding signage or trail improvements.

Project Recommended By:

Project Approved By:

Chairperson

Resource Advisory Committee

Forest Supervisor

National Forest

Project Cost Analysis Worksheet

Worksheet 1

Please submit this worksheet with your proposal

Item	Column A Fed. Agency Appropriated Contribution	Column B Requested Title II Contribution	Column C Other Contributions	Column D Total Available Funds
a. Field Work & Site Surveys			\$7,200	\$7,200
b. NEPA/CEQA	\$10,000**			\$10,000
c. ESA Consultation				*
d. Permit Acquisition				
e. Project Design & Engineering			\$12,000	\$12,000
f. Contract/Grant Preparation				
g. Contract/Grant Administration			\$5,000	\$5,000
h. Contract/Grant Cost				
i. Salaries	\$10,000			\$10,000
j. Materials & Supplies	\$10,000		\$18,500	\$28,500
k. Monitoring				
l. Other				
1.				
2, Partner Indirect Cost				
m. Project Sub-Total				
n. FS Indirect Costs				
Total Cost Estimate	\$30,000		\$42,700	\$72,700

*ESA consultation is not needed as there are no terrestrial T&E species in the area

**Environmental expenses will depend on the complexity of issues encountered. May be as low as \$2,000.

***Materials provided by CTB include:

D1: \$3,500

Riprap: \$10,000

Fill: \$700

Log border: \$4000

Trash can: \$300

Federal share would cover equipment rental and associated operations personnel where CTB staff are not certified or insured to operate equipment.

****Labor is associated with D1 movement, riprap placement, fill placement and compaction, and trash can installation. Trail elements of log borders and D1 placement will be handled by volunteers.

NOTES :

a. Pre-NEPA Costs

g. Includes Contracting/Grant Officer Representative (COR) costs. Excludes

Contracting/Grant Officer costs.

i. Cost of implementing project

l. Examples include overhead charges from other partners, vehicles, equipment rentals, travel, etc.

n. Forest Service indirect costs, including contracting/grant officer costs if needed.

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**Thorne Bay Claw Trail
Monitoring Plan
June, 2016**

Provide a plan that describes your process for tracking and explaining the effects of this project on your environmental and community goals as outlined in the grant application.

The City of Thorne Bay will ask the café, bait shop, and parties involved in the outdoor market to monitor their July 2016 receipts, and report at the end of July. We will advise them that the City of Thorne Bay is tracking the economic impacts of improvements, and ask them to be diligent in tracking. We will do the same next year, after the trail is built.

Identify who will conduct the monitoring:

Wayne Benner is the City Administrator, and will be accountable for documenting impacts. He may:

- Use volunteers to collect data.
- Partner with the school and use the project as an educational project. Note, the school owns the café, so the partnership in developing and monitoring businesses is already strong.